

✓ April 13.

# NEW HALIBUT PLANT ON PACIFIC

## New England Company Establishes Shipping Point at Ketchikan.

### Fish Are Placed in Cold Storage Immediately on Receipt.

In the southernmost end of Alaska—that pendant to the territory which hangs against the side of British Columbia—is the little port and town of Ketchikan. It is a port of call for all vessels bound to and from the gold regions farther north. Here they must report, going and coming, to the customs officials of the American government.

On this account Ketchikan has been known since the discovery of gold led to a great increase in traffic up that coast. As a little, sleepy sawmill town by the straits, its population half Indian, it made no great impression on anyone who saw it.

Now Ketchikan has entered on a new era. It has a new industry, more stable than the sawmills. It has become the shipping point of the New England fish company.

On T wharf in Boston, one may see the office of this company. It is small. One clerk stands at a desk and looks out on the fishing vessels discharging fares from Georges bank, 125 miles away. When he resumes his labors, he sets down figures of shipments of tons of halibut received in Boston from Ketchikan, nearly 4000 miles away.

The New England Fish Company, unimportant though its Boston office appears to be, is in fact the backbone of the halibut business of the country. The past winter was an unusually busy one in the business, with a brisk demand for fish, and only a nor-

mal supply. Without this company bringing thousands of tons of halibut from Alaska, and delivering the fish fresh and firm in the markets of the east, the country would be halibutless half the time.

The Atlantic coast halibut fishery is insignificant compared with that of the Pacific.

#### New England Fish Company Was Formerly at Vancouver.

Formerly the New England company, which has been operating about 20 years, made its base at Vancouver. It was considered expedient to have a base nearer the fishing grounds, and also under the flag, hence the present prosperity of Ketchikan.

In the past few months the company has had in operation in Ketchikan a receiving and refrigerating plant for halibut, which was completed last fall, and is valued at about \$200,000. This plant receives the fish from the company's fleet of five fishing steamers, within 24 hours, as a rule, after they are caught. Freezing takes place at once, and the frozen fish are shipped in boxes by steamer to Vancouver or Seattle, whence they are shipped by fast freight to Boston.

So great is the expedition with which the fish are handled that a halibut is put down in the market in Boston, frozen stiff, 10 days after he quit swimming forever in the Hecate straits off the coast of British Columbia, or in some more northern strait off the coast of Alaska.

The Ketchikan plant, therefore, represents an important economic force in solving the food problem in the United States. The fish arrive from it in perfect condition, and are put down in Boston at say 10 cents a pound, wholesale.

The plant is the best that could be planned for the business, and has been so successful that an enlargement of the freezer may be necessary in the early future. At present

#### The Freezer Has a Capacity of 80,000 Pounds of Fish a Day,

and a storage capacity of 1,500,000 pounds. Fish are stored only for a few days, until needed for shipment, and shipments go out every week.

Power for use in the freezing plant is secured by tapping a lake in the hills. The water is brought to the shore in a large wooden pipe line, 3250 feet long, and is dropped into a power house established at George's inlet, six miles below Ketchikan. Here turbine wheels drive generators which produce ample electricity for the use of the plant, this being transmitted over six miles of wires to the freez-

ing plant at Ketchikan. An electric house, for "storing the juice," is the heart of the plant, and a supply of current is never wanting therefore to drive its refrigerating machines.

The buildings of the plant consist of the sheds on the wharf, the freezer building, a machinery building, the electric house, two dwellings and a storage house.

The construction of the plant was superintended by N. D. Freeman of Boston, one of the members of the company, who spent some months in Ketchikan last year.

To supply fish to the freezer the company now operates five steamers, employing 37 men each. These vessels are the New England, flagship, built at Camden, N. J.; the Manhattan, built at Philadelphia, and the Kingfisher, built at San Francisco, all three being under American registry; and the Celestial Empire and Famingo, under Canadian registry.

As the fish company is a Maine corporation, its three vessels under the flag hail from Portland, Me. The New England Klondiker coming out after a few years in the north and finding a steamer hailing from Portland, Me., landing fish at Ketchikan, might think himself fairly near home. He will find also in the halibut fishery some home faces, for a good part of the men employed on the steamers come from this part of the country.

#### Fishermen Use Trawls Instead of Single Lines.

The fishery is conducted, except for the use of the steamers, in the same way as in the east, with dories. Trawls are used, however, instead of single lines. As the steamers do not depend on wind or tide, they make their trips with regularity, and once filled with fish, they lose not a minute in starting for the freezing works at Ketchikan.

Each steamer has a capacity of 250,000 pounds of fish, and 100 tons of coal. A record trip carried by the New England, when she had a deckload as well as a hold full of fish, was nearly 300,000 pounds. The average capacity of the T wharf fishing schooners is 100,000 pounds. With all five ships coming in with a full catch, the company would have 1,250,000 pounds of fish on hand.

The steamers fish at varying distances from the works, according to the season and plentifulness of the supply. Halibut can be caught in front of Ketchikan. They are to be found, in fact, all the way from Cape Flattery to the Behring sea. The best fishing grounds in recent years have been the Hecate straits, along the British Columbia coast. There has been a contention on the part of the Canadians that these were closed waters, but it has not been sustained in international law and all American fishermen—the New England company not being alone in the business—use the straits freely.

#### The New England Company Is the Largest Single Interest

in the business, however, for it buys from the local fishermen for shipment to the United States.

The shipments from Ketchikan are made either by the regular Alaska

steamers touching at the port, or in case of need, by one of the company's steamers, direct to Vancouver or Seattle, the run occupying about two and one-half days.

With the completion of the Grand Trunk Pacific railroad to its surveyed outlet at Prince Rupert, B. C., the company expects to ship over the new line almost directly from the freezer to the cars. The road will probably be in operation to the coast about 1914.

Alaska halibut will then come to Boston in seven days, which is less time than halibut caught on the Atlantic coast remain, on the average, on board vessel before reaching market.

The importance of this business to the new line may be judged from the fact that the New England Fish Company is now the largest single shipper, with one exception, over the Canadian Pacific road. Its shipments last year were 15,000,000 pounds. The new road has already made overtures for the business, and is ready to grant every facility for handling it expeditiously.

Ketchikan is now a thriving little place, with about 2000 inhabitants. In 1908 it had 1600, of whom 350 were natives (Indians) and the remainder whites. It had then 110 school children and 10 teachers.

Although it is in Alaska, the climate is milder than in Boston. The winters were so warm when the water system was installed for the town that the pipes were not put under ground. Recent winters have been more severe, and freezing pipes have forced a change to under ground.—Boston Globe.



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Sch. Fanny Hayden will be sent to Ligan to be attached to the plant. She is in command of Capt. George Cushing and he will have a good-sized crew with him. The Hayden will not only do some fishing herself, but she will be employed in collecting the fares of other craft and in making runs from place to place.

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## SMELT IN MAINE RIVERS.

## Herring Have Utterly Disappeared from the Maine Coast.

Smelts are running in the Maine rivers. That was the report brought to Portland Monday by the captains of the small coasting vessels. They say the fish have struck in to the eastward in unusually large numbers. Not only are they numerous, but they are also very large in size. The rivers are so full, that it is easy to catch them at night by hand. "You would think it impossible," remarked a man who had heard the captains speak of the smelts, "but I remember once when I was at Northeast Harbor my brother and I got a big pailful. We waded into the river with rubber boots one night and picked the fish out with our hands until we got tired. I never saw better looking ones than we caught."

Just at present it is unlawful to seine for smelts. The first of April the law prohibiting this method of catching them went into effect and it is well it did for with the thousands of fish going up the rivers to spawn it would not take long to deplete the supply. But the small fish may be caught with dip nets and hundreds of fishermen are taking advantage of the opportunities now presented to get a good supply before the law goes on May 1 which prohibits the catching of smelts.

But if the smelts seem to be running in large quantities, herring have utterly disappeared. About 10 days ago, the report was received in Portland that herring had struck in all along the coast. They were seen everywhere, both east and west and there was a great hurry on the part of fishermen to get their weirs repaired and in shape for landing a big supply of herring. This was particularly true of Casco bay and those weirs that had been damaged during the winter were repaired. And now not a herring has been caught in Casco bay. Where the fish have gone is not known. They will be present one day and disappear the next so they may be back by the 15th of the month when it is lawful to net them.

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## Provincetown Fish Notes.

The Times wants a Provincetown correspondent, one who can send news daily particularly regarding the fishing industry, the arrivals, baitings, sailings, fares, bait catches and general fish news. The Times would like to hear from some gentleman, acquainted with vessels, fishing and bait doings. Address F. E. Smith, managing editor, Daily Times, Gloucester, Mass.

## Stocked \$800 on Two Days' Trip.

Sch. Rose Standish, Capt. James O'Neil, weighed off 35,000 pounds of fresh fish at Boston yesterday, the result of two sets off Ipswich bay, stocking \$800, the crew sharing \$33; a pretty good piece of money for a two days' trip.

## Pollock Seiners Strike Fish.

The pollock seiners have struck fish off here this morning and Capt. Charles O'Brien of the custom house boat Dreamer, which was out that way this forenoon, reports that when he left the steamers Water Witch and Mineola and sch. Little Fannie had small schools alongside.

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## First Flitted Halibut Sailed.

Sch. Essex, Capt. Michael Wise, the first of the flitted halibut fleet to get away, sailed on her long trip to the waters of the frozen north this forenoon.

## Bait Plenty at Boothbay.

Bait is plenty again down east. Boothbay advices this morning are to the effect that there 1000 bushels in two traps at Mussel Ridges and Lobster Cove.

## Salt Steamer Passed Gibraltar.

Steamer Rousdalen, Trapani for this port with salt for Gorton-Pew Fisheries Company, passed Gibraltar March 28.

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## ENORMOUS FRESH FISH FARE LANDED AT T WHARF TODAY.

Sch. Natalie J. Nelson Secured 162,000 Pounds of Shack in Twelve Days.

Two Other Fair-Sized Trips Also Landed at Boston.

Not for many moons has so large a fresh fish fare been landed at any port as that brought to T wharf this morning by sch. Natalie J. Nelson, Capt. Albert Larkin. The vessel has been out but 12 days, yet she has the over-big amount of 162,000 pounds of cod, haddock and cusk and 3000 pounds of halibut beside. It is a shack trip in size, but of far greater value, for Capt. Larkin has really struck a market, the first genuine market on off shores for quite a spell.

It is not expected that the whole

fare will go at first quotations, but it is expected that only the cusk will have to be brought here to the splitters, and with reasonable allowances the stock will be the best of the spring season, and loom up well with some of the big ones of last winter, \$2500 or better is how the wise ones figure it out. The craft fished on Brown's bank.

Another fine 12 days' trip is that of sch. Frances P. Mesquita, Capt. Joseph P. Mesquita, 100,000 pounds of haddock, cod and hake from Georges. The steam trawler Spray has 69,000 pounds, mostly haddock and sch. Georgianna, Capt. Eugene Moulesong, has a nice trip, 80,000 pounds of haddock and cod.

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## TOOK 130,000 POUNDS POLLOCK

## Catch of Portland Schooner Larger Than Reported.

The 100,000 pound trip of pollock brought in Monday by sch. Marion E. Turner is the largest fare of that species of fish ever landed at this port. Capt. Turner reports pollock schooling freely along shore and that he got his haul off Matinicus. A few days ago he ran into Bass Harbor and landed 30,000 pounds, making a total of 130,000 pounds for the trip.

## Other arrivals Monday were:

Sloop Alice G., 15,000 lbs. pollock.  
Sloop Hazel B., 6000 lbs. fresh fish.  
Sloop Nellie G. York, 9000 lbs. fresh fish.

Sloop Laconia, 8000 lbs. fresh fish.  
Steamer Carrie and Mildred, 5000 lbs. fresh fish.

Several small fares of pollock were also brought in, and it is evident that schools are on the coast and other big catches are looked for, as the report that large quantities of pollock had been seen off Seguin has been confirmed by later arrivals.

Capt. N. J. Hanna, the well known and fearless lobster warden, is again upon the war path. He visited Kennebunkport last week and created quite a sensation by seizing three barrels of lobsters which were in the Boston & Maine railroad station awaiting shipment to New York. An examination of the contents of the barrels showed that there were not 20 lobsters of legal size in the whole lot and they were dumped overboard. This is the first time that Capt. Hanna has been in this part of the State in his legal capacity since last fall, and parties handling "shorts" had better look out for him, for his ardor in the pursuit of guilty fishermen is as strong as ever.

Several of the Portland fishing schooners are being painted and put in shape for the summer season. The schooner Watauga has installed a new Mianus engine and is ready to leave for LeHave or Roseway Bank in search of halibut.

Schooner Bernie and Bessie has just come off the railway, where she has been painted, and will soon leave in pursuit of mackerel, going south dragging.

The schooner Fanny Hayden cleared Monday for Ligan, C. B., where she is to be run in connection with the new fishing plant just established at that point by Portland parties.

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The well known lobster smack Eva M. Martin has just changed hands. Heretofore hailing from Tremont, Me., she will hereafter make Portland her home port, the J. W. Trefethen Co. owning a controlling interest. Sargent, Lord & Co., and several others of Portland also being among the owners.

Monday the sloop Wilkins, Capt. F. W. Ridley, arrived here on one of her last trips to this port. She will soon be sold and her place will be taken by the Wilkins II. which is due here next week.

Late Monday afternoon, sch. Mary E. Smith arrived here from Boothbay. This is her first trip since Capt. C. C. Lewis took her. She has been greatly changed and put into thoroughly first class condition so that she is now one of the finest packets on the Maine coast.

Sch. Lillian, Capt. Norwood, which has been on a trip to Gloucester with clam bait, cleared from here Monday for Tremont. The schooner Triton, also from Gloucester, Capt. Beal, cleared and sailed for Jonesport.

Monday Lieut. G. Frank Davis of Engine 7, chartered the sch. Rushlight to carry a cargo of lumber to Falmouth Foreside where he is to construct a fish pound. It is the intention of Mr. Davis to catch herring as soon as they begin to run and sell them to the local packers. The pound will be one of the best equipped on the Maine coast.

## Halibut Fare at Portland.

Sch. Dicator, Capt. Fred Thompson, is at Portland this morning with 16,000 pounds of fresh halibut.

The fare of fresh halibut of sch. Juno at Portland yesterday sold at 8 cents per pound for white and 6 cents for gray.

## Bait Again Scarce.

Bait is scarce again, and the fishermen are having difficulty in securing what they need. Tuesday there was no bait in the traps at Provincetown, and the vessels that went there for bait, and whose captains did not want to delay their sailing, took on frozen herring. A few sand eels were received at Boston from Cape towns Tuesday morning, but not enough to bait all the vessels at T wharf, and some of them which had been waiting at the wharf for several days went to Ipswich bay to try there for bait.

## Fresh Mackerel Going Slow.

Another small lot of mackerel was received at Boston yesterday, part of the catch of sch. Mary E. Harty, Capt. Reuben Cameron, which was landed at Fortress Monroe Sunday morning, and hurried on to New York. The price quoted for the mackerel was 15 cents apiece less in New York than was asked for the lot brought in by Capt. Solomon Jacobs. The fish are not selling as rapidly as those who brought them wish.



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## HARBOR BARE OF VESSELS.

### Spring Fleet Have About All Fitted Away.

The harbor is beginning to look bare now, in consequence of the large number of departures the past two weeks. Arrivals are few and with about all the fleets except the drifters and fitchers fitted away, the spring season is close to full swing.

Yesterday afternoon the steamer Water Witch had a small lot of pollock and the steam netter Nomad came in with 5500 pounds of fresh fish.

This morning sch. Colonial, Capt. Isaac Merchant, arrived from a fresh halibut trip with a nice fare, 30,000 pounds of halibut and 6000 pounds of salt cod. Sch. Walter P. Goulart came down from Boston with 40,000 pounds of fresh fish.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Colonial, Quero Bank, 30,000 lbs. halibut, 6000 lbs. salt cod.  
Sch. Walter P. Goulart, via Boston, 40,000 lbs. fresh fish.  
Steamer Nomad, shore, 5500 lbs. fresh fish.  
Steamer Water Witch, shore 2500 lbs. pollock.

#### Vessels Sailed.

Sch. Joseph P. Johnson, haddock-ing.  
Sch. Matiana, haddocking.  
Sch. Miranda, dory handling.  
Sch. Morning Star, haddocking.  
Sch. John Hays Hammond, halibuting.  
Sch. Squanto, towed to Boston.  
Sch. Boyd and Leeds, Boston.  
Sch. Mary A. Gleason, Georges drifting.  
Sch. Eugenia, Georges drifting.  
Sch. Ralph Russell, Georges drifting.  
Sch. Leo, shore.  
Sch. Flavilla, haddocking.  
Sch. Margaret, halibuting.  
Steamer Nomad, shore.  
Steamer Bessie M. Dugan, pollock seining.  
Sch. Essex, fitched halibuting.  
Sch. Moocanam, haddocking.  
Sch. Rita A. Viator, shore.  
Sch. Alcina, Georges drifting.  
Sch. Viking, towed to Boston.  
Sch. Tecumseh, Boston.  
Sch. George E. Lane, Jr., Georges drifting.  
Sch. Mina Swim, Georges drifting.  
Steamer Philomena, pollock seining.

#### Today's Fish Market.

Bank halibut, 67-8 cts. per lb. for white and gray.  
Georges halibut, 12 cts. per lb. for white and 10 cts. for gray.  
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.  
Trawl salt Georges cod, large, \$3.50; mediums, \$3.  
Large salt handline Georges cod, \$3.50; mediums, \$3.00.  
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.  
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.  
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

#### Fishing Fleet Movements.

Sch. W. E. Morrissey was at Shelburne, N. S., Saturday and cleared.  
Steamer Lady Sybil left Pictou Monday on her first trip of the season to the Magdalen Islands.  
Sch. Arbutus of this port has sailed from Provincetown on a dory handline trip.  
Sch. Boyd and Leeds, Capt. Stillman Hipson, one of the Rips fleet, went to Boston yesterday afternoon.  
Sch. Squanto, Capt. Herbert Publi-cover, which is going seining, towed to Boston yesterday, to fit out.

#### Fresh Fish Fares at Newburyport.

Capt. Nestor Thurlow of the Beatrice E., came into port yesterday afternoon with about 10,000 pounds of cod and pollock, which had been caught about five miles south of the Isle of Shoals. The fish were disposed of at the Consumers' Fresh Fish Company wharf.

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## BOSTON MARKET WELL SUPPLIED.

### Largest Shack Fare of the Season at T Wharf.

T wharf has a good supply of fish this morning and with this there appears to be quite a good demand if prices are any criterion, for the first offers for both off-shore and shore goods are the best for some time and all the vessels in will do quite well.

The banner trip of the day and one of the largest for many months is that of sch. Natalie J. Nelson, Capt. Albert Larkin. The craft has been out but 12 days and her catch is hailed for 162,000 pounds of haddock, cod and cusk, and 3000 pounds of halibut besides.

Sch. Frances P. Mesquita also has a 100,000 pound fare of haddock, cod and hake, sch. Georgianna has 80,000 pounds and the steam trawler Spray has 69,000 pounds.

Of the market boats, the fares range from 1000 to 36,000 pounds, the latter amount going to the credit of sch. Matchless. Schs. Washakie, Victor and Ethian, Emily Cooney and Mary C. Santos have between 20,000 and 27,000 pounds.

Off shore haddock started at from \$1.75 to \$2 for new and will probably drop quite a bit before the last of them are reached. Large cod started at \$3 and markets at \$2. There is but little codfish in and a demand is reported. Shore haddock went for \$3.25 and \$3.50, with large cod at \$2.25. Hake and pollock brought \$1.50.

The market is receiving a remarkably large quantity of fresh pollock. The fish are running in large schools all along the North shore and on the Maine coast. Tuesday morning there were received some 275 boxes of pollock. The fish came from Portland, Bangor, Rockland, Gloucester, Rockport and other places. At this season, fresh pollock has a big sale, and much of it goes out to consumers under other name, which makes the fish more salable, although it does not add to the taste.

The receipts and prices in detail are:

#### Boston Arrivals.

Sch. Mary C. Santos, 17,000 haddock, 8000 cod, 1000 hake, 1000 pollock.  
Sch. Washakie, 19,000 haddock, 5000 cod, 1000 pollock.  
Sch. Frances P. Mesquita, 50,000 haddock, 30,000 cod, 20,000 hake, 2000 halibut.  
Steamer Spray, 60,000 haddock, 4000 cod, 5000 pollock.  
Sch. Matchless, 28,000 haddock, 6000 cod, 1500 hake.  
Sch. Georgianna, 50,000 haddock, 20,000 cod, 10,000 cusk.  
Sch. Manomet, 4000 haddock, 1000 cod.  
Steamer Joppaite, 5000 pollock.  
Sch. Eva Avina, 1000 cod.  
Sch. Olivia Sears, 6000 cod.  
Sch. Natalie J. Nelson, 90,000 haddock, 38,000 cod, 30,000 cusk, 4000 pollock, 3000 halibut.  
Sch. Annie and Jennie, 4000 haddock, 600 cod, 300 hake.  
Sch. Emily Cooney, 13,000 haddock, 6000 cod, 2000 hake.  
Sch. Victor and Ethian, 8000 haddock, 7000 cod, 3000 hake, 2000 pollock.  
Off shore haddock, started at \$1.75 to \$2 per cwt.; off shore large cod, \$3; off shore market cod, \$2; shore haddock, \$3.25 to \$3.50; shore large cod, \$3 to \$3.25; shore market cod, \$2; hake, \$1.50; pollock, \$1.50; halibut, 7 1-2 cts. per lb. for white and 6 cts. for gray.

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#### Pollock Plenty on Maine Coast.

Pollock have been plenty on the Maine coast the past week. On Sunday the schooners and small boats and steamers landed 250,000 pounds at Vinal Haven, Me. They are selling at 60 cents, round.

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## EARNED \$60 IN TWO DAYS.

### Crew of Sch. Mary E. Cooney Caught 60,000 Lbs. Fish.

Sch. Mary E. Cooney, Capt. Frank Cooney, on her recent shore market fishing trip at T wharf weighed off 60,000 pounds of cod and haddock, the result of a two days' trip off Ipswich bay, two sets only being made. The craft stocked \$1500 and the crew shared \$60 each.

Capt. Cooney has made a remarkable record thus far this year, the crew of the vessel having shared nearly \$500 since the first of the year. The men are figuring on three or four more trips before this month closes, and that even with only ordinary luck they will easily go over the \$500 mark before May comes in. The craft is in again today with 25,000 pounds of haddock.

#### Lunenburg, N. S., Fish Notes.

Sch. Arginia, is fitting out for handline fishing.

Sch. Juanita, from the banks, arrived here Friday evening with 400 quintals of fish.

The new sch. Uda A. Saunders, Captain Scott Corkum, is ready to sail for the banks.

Sch. Palatia, arrived at Canso Thursday with 400 quintals of codfish, 5000 pounds of halibut and 6000 pounds haddock.

Sch. Beatrice S. Mack came off the marine railway Saturday morning, after completing repairs to keel and securing a new rudder.

Sch. Carrie L. Hirtle sailed on a fishing trip to the banks Saturday.

Sch. Clintonia, Capt. Emiel Mack, from the banks, arrived here Friday afternoon. She hails for 400 quintals of codfish.

Cross Island fishermen report fair catches of cod and haddock.

Sch. Earl V. S. Zinck is ready to sail for the banks.

Sch. Lila D. Young, with 500 quintals of codfish, arrived Sunday from the banks.

Schs. James A. McLean, Maxner and Earle V. S. Zinck, are ready to sail for the banks.

Schs. Beatrice S. Mack and Clintonia sailed Monday afternoon for the banks.

W. C. Smith & Co., limited, have secured another vessel for Capt. John Walters, whose fishing sch. Vivian B. Walters was recently wrecked at New Harbor. Capt. Walters and crew will sail in their new schooner for the fishing grounds this week.

#### Fish Arrivals at Halifax, N. S.

Four schooners with over 50,000 pounds of fresh fish arrived at Halifax from the Western Banks on Saturday, and the fish was all purchased by the Halifax Cold Storage Co. The schooners with their catches were the Eva June with 20,000 pounds of haddock and 2000 pounds of halibut; the Alhambra with 2000 pounds of halibut and 50,000 pounds of haddock; the Lila B. Young with 3000 pounds of halibut; and the Montana with 20,000 pounds of haddock and 1000 pounds of halibut.

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#### Bankers at Canso, N. S.

The following bankers were at Canso, N. S., Monday with fares:  
Schs. Yankee, 300 qtls.; Muriel M. Young, 230 qtls.; Annie L. Spindler, 150 qtls.; Muriel B. Walters, 150 qtls.; Cecil Beck, 300 qtls. cod, 200 lbs. halibut, 4000 lbs. haddock; Russell H. Pentz, 325 qtls.; Defender, 400 qtls.; Alexandra, 450 qtls. cod, 4000 lbs. halibut.

#### Lunenburg, N. S., Fishermen Active.

The unprecedented mildness of the winter has stirred up the Lunenburg, N. S., fishermen, and at this early date, 58 vessels have cleared for the fishing grounds from that port. Reports from a few schooners that have come in are most favorable, fish are plenty, and everything points to the biggest fishing year in the history of Lunenburg.